



Blake Trask, Chair
Max Hepp-Buchanan, Vice Chair
Ann Boyd
Allegra Calder
Jodi Connolly
Matthew Crane
Sean Cryan
Gabe Grijalva
Kelsey Jones-Casey
Neal Komedal
Liz Nixon
Jean White

Seattle Bicycle Advisory Board Meeting Minutes

Date/Time: December 7, 2011/6:00 – 8:00 p.m.
Chair: Blake Trask
Vice Chair: Max Hepp-Buchanan
Recorder: Max Hepp-Buchanan
Location: Seattle City Hall, L280

Minutes Distribution List:

See Attachment A

Members Present:

Ann Boyd; Allegra Calder; Jodi Connolly; Matthew Crane; Sean Cryan; Gabe Grijalva; Max Hepp-Buchanan (Vice Chair); Kelsey Jones-Casey; Neal Komedal; Liz Nixon; Blake Trask (Chair); Jean White

Members Absent:

None

Guests:

Sandra (Sam) Woods, Seattle Dept. of Transportation (SDOT); Doug Cox, SDOT; Bill Bryant, SDOT; Allison Schwartz, SDOT; Michael Snyder, Cascade Bicycle Club Board of Directors; John Mauro, Cascade Bicycle Club; Bryan Dutt; Bob Hall, Ballard Greenways; Merlin Rainwater; Tom Fucoloro, Seattle Bike Blog; Devor Barton, Seattle Pedestrian Advisory Board; Zack Howard, Commute Seattle; Dylan Ahearn, Beacon Bikes; Bob Edmiston, Madison Park Greenways; Robin Randels, PhinneyWood Greenways; Stu Hennessey, Spokespeople West Seattle

MEETING CALL TO ORDER

Meeting was called to order at 6:00 p.m. by Blake Trask.

PUBLIC COMMENT

- Bob Edmiston
 - Seattle Neighborhood Greenways has about 100 members across Seattle
 - Presented a map and memo to City Council and SDOT that lay out the greenways they want prioritized in 2012 – just over 7 miles of greenways in 5 different communities
- Robin Randels
 - The greenways presented on the new map are among the easiest to implement
 - The Seattle Neighborhood Greenways group recently met with Councilmember Rasmussen and he was receptive to the idea of greenways

The Seattle Bicycle Advisory Board shall advise the City Council, the Mayor, and all departments and offices of the city on matters related to bicycling, and the impacts which actions by the city may have upon bicycling; and shall have opportunity to contribute to all aspects of the city's planning processes insofar as they relate to bicycling.

-City Council
Resolution 25534

- Bob Hall
 - NW 57th St/NW 58th St is first choice for Ballard greenway
- Merlin Rainwater
 - Presented her progress in getting businesses to include multi-modal transportation options on their websites
 - Nordstrom website went live with multimodal options on the 17th of November
 - Sightline website only had driving directions, now has bicycling directions and info about bike parking
- Michael Snyder
 - Requested that SBAB review the proposed greenways and recommend them to City Council

PRESENTATIONS

Topic: Seattle Transit Master Plan Update

Presenters: Bill Bryant and Allison Schwartz, SDOT

Purpose: Provide a briefing on the update of the Seattle Transit Master Plan (TMP)

Findings/Critical Points:

- First phase of the project discussed the state of transit in Seattle right now.
- Online survey received over 12,000 responses.
- Draft plan submitted to City Council in late September, presenting a 20-year vision for the future of transit in the city.
- Makes it easier for everyone to ride transit for more trips, meets the needs of all people, and creates great places.
- Limited amount of roadway and budget for use by all modes.
- All transit trips begin with walking and biking, so pedestrians and bicycle users are very important parts of the plan
 - Attention was paid to the Bicycle Master Plan in drafting of the TMP
 - Complements bike and pedestrian access
- Plan mentions bike-sharing as possible project to help complete the first and last mile of trips.

Corridors

- 15 different corridors.
- 3 types of corridors
 - High Capacity Transit Corridors
 - Bus Priority Corridors
 - Center City Corridors
- Started as mode-neutral, looking at ridership and ridership potential.
- High Capacity classification emerged as corridors where in 20 to 30 years, buses won't be able to provide enough capacity.
- High Capacity Transit Corridors
 - Ballard/Fremont/Westlake (rail or bus rapid transit)
 - Eastlake/U-District (rail or bus rapid transit)
 - Madison (bus rapid transit)
 - Downtown/1st Ave (rail or bus rapid transit)
 - Rapid streetcar is considered an option for rail alternative – cars and bikes share the lane with the streetcar vehicle but stations are spaced further apart
- Bus Priority Corridors
 - 12 corridors planned

- Transit priority with infrastructure improvements
- Lots of overlap with BMP priority corridors, which formalized the challenge of allocating street right of way
- Route #7 example: Service south of Martin Luther King Way S could be reoriented to continue north on 23rd Ave S, while service north of Mount Baker would also continue on Rainier Ave S – gives people the opportunity to transfer to light rail
- Corridors would contain transit priority infrastructure – signal priority, bus lanes, bus bulbs, queue jumps, etc.
- In full plan, Bus Priority Corridors are very detailed with possibilities for each corridor
- Bikes always have the right to use the curb lane when the curb lane is open to traffic, even if it is a bus priority lane
- Center City Corridors
 - Daily transit usage in the Center City is so high that planning for this area was analyzed separately.
 - More likely to involve major event attractors
 - Includes streetcar network(s) – 1st Ave, 4th/5th Ave as potential rail corridors
 - Several measures used to analyze the “tipping point” between bus and high capacity transit
 - Example: Route #7 carries 10,000 per day; more than 20,000 or 30,000 daily boardings requires some other vehicle

Service

- TMP recommends all Bus Priority Corridors have 10-15 minutes or better frequency at all times.
- There are currently a fair amount of those corridors now.
- Service is based on demand – if there are gaps, it’s because there is less demand, although increased service reliability on certain corridors can generate demand.
- Consultant teams help with crossing of city boundaries and depend on transit to get from outside of the city into the city – new plan recognizes inter-jurisdictional trips.

Funding and Programs

- What Seattle does regarding transit: Seattle Streetcar, station areas, corridor capital investments, purchase of service hours.

Places: Access and Connections

- Connecting modes seamlessly and creating a sense of place in the process is integrated into design choices.
- Key elements: Universal accessibility, safety and comfort, passenger comfort
 - Includes bike parking – short and long term
 - Bike lockers are discussed in the plan in general, not specific for short- and long-term needs at specific stops
- Reclaiming street space through bus bulbs, wayfinding for all modes.
- Mobility corridors – modal integration and coordination.
- When implementing rail it is important to consider and include bicycle and pedestrian elements as part of a comprehensive project.

SBAB Comments/Questions:

- 2nd Ave and 4th Ave downtown does not have clear signage that bike riders can use the outside bus priority lanes and Seattle Police Department tends to ticket people for riding in those lanes.
- The 2nd Ave bike lane is poor, so bike riders sometimes use the bus lane.
- There are a lot of bike/transit signage problems, such as whether bike riders can turn onto 3rd Ave during peak hour – currently restricted for car drivers but no signage for bike riders.

- Q: Do the Bus Priority Corridors in the plan allow bike riders to use the bus lanes?
A: Not sure, and not sure if it is the best idea with certain lane widths.
- Metro states that they need 11 or 12 foot lane widths, which can be counter to bike planning.
- Q: Is the lane width discussion included in TMP? Representatives of the bicycle community pushed for this to be considered in the TMP process.
A: Not sure.
- The Bicycle Master Plan has policy recommendations about bikes and transit.
- Q: Are there parameters in the TMP for number of in-lane stops in a row?
A: No, those are the default in the updated TMP – there needs to be a reason to not do an in-lane stop.
- Q: Were the number of car trips taken into consideration when designating corridors?
A: Yes, overall trip demand was considered.
- Q: What is the approach for rail/bike integration?
A: The First Hill Streetcar is planned for tracks in center lanes to minimize conflict with bicycles. The TMP recommends different alignments be studied for rail, which will include different placement of rail on different streets.
- Q: Is there anything being done to reduce the number of transfers people need in order to get where they are going?
A: The grid system does require more transfers, but the key is to make that easier to do – good lighting, shelter, amenities. The TMP is not aiming to reduce the number of transfers, but is trying to make them more comfortable. There may be some installation of One Bus Away displays at stops to help make waits seem shorter.
- Q: Has the TMP project team met with the Central Waterfront design team?
A: Yes, some project coordination occurring with touch points such as Pioneer Square. However, the teams are on different planning timelines. Coordination has helped clarify that 1st Ave needs to be High Capacity Transit Corridor.
- Q: Is there a net-loss or net-gain in bicycle mobility in the TMP?
A: Gain. The plan strengthens the entire non-motorized network, and demonstrates the need for more projects like Dexter.
- Q: Are there advancements in capacity of bikes on buses?
A: No. This might be something that could hold us back.

Next Steps:

- Public comments are accepted through the end of December
 - Already held 5 open houses
- Will present a summary of public comments to City Council in late January
- Final draft scheduled to be approved by Council in late February

Public Comments:

- ORCA card activated bike cages would help connect neighborhood greenways to transit centers that have secure bike parking. If you give someone a place to store their bikes, they don't have to bring them on the bus.
- McGraw Square would be a good pilot project location for a long-term bike parking location.
- Recruiting downtown retailers to help communicate to riders that they don't need to bring their cars downtown to shop is important for the City and transit agencies to do. Downtown businesses should be most enthusiastic supporters of bike and transit plans.
- Federal funding for high-capacity transit now allows you to look within a 3 mile radius of the station to improve access.

- Greenways allow us to separate bikes and buses.

SBAB Comments/Recommendations:

- SBAB thanks the SDOT project team for their presentation on the TMP update.
 - Bicycle access and bike parking is something that should be planned for in greater depth at key transit stops and stations. The 30 percent Northgate Station area plan demonstrates an example of poorly-placed parking at this point.
 - The size and placement of many bus bulbs encroach into the bike lane or force it to end. SBAB would like to see implementation of a hybrid design where bikes can pass on the left of a loading bus.
 - The information provided at stops is generally about buses and it would be nice to have more multimodal information, such as how far away the next stop is and how long would it take to bike or walk there.
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Topic: SDOT 2012 Bike Master Plan Implementation Work Plan

Presenters: Sam Woods (SDOT) and Doug Cox (SDOT)

Purpose: Provide an update on the implementation work plan for the Seattle Bicycle Master Plan (BMP)

Findings/Critical Points:

- SDOT just launched Center City Holiday Pedestrian Safety campaign. Requested ideas for how to help get the word out.
- Ideas: reflective stickers, free flashing lights to pedestrians, bells to bike riders.
- Commute Seattle may host a bike light winter giveaway.
- Conversation turned to a group discussion of bicyclists on sidewalks.
- Sam Woods will be working with signal and lighting group to get better lighting for trails.
- Wallingford Neighborhood Greenway meeting on December 8
 - Crossing treatments are looking good
 - Parking restrictions might be a challenge – removing 61 parking spaces, but restoring 70 parking spaces on north/south streets, so net gain
 - Greenway signs on the cross-streets for people approaching the route
 - Pushback expected with median at N 43rd St and Stone Way
- 15 miles of bicycle infrastructure, including 4 miles of greenways to be built in 2012.
- Traffic circles haven't had a lot of funding for landscaping, so that is included in budget for greenways, as is outreach to neighborhood groups regarding parking restrictions.
- Rainier Ave greenway should be on the list presented by Seattle Neighborhood Greenways – should talk to Bike Works and the SE District Council.
- Ballard Bridge: all three options for study will be funded.
- \$250,000 to be put into BMP update – Darby Watson, Sara Zora, Kevin O'Neill are project managers.
- Intersection treatments will be huge priority for SBAB in 2012.

Topic: Next Steps for SBAB

Presenters: SBAB members

Purpose: Discuss goals before the end of the year and plan for 2012

Findings/Critical Points:

- Need to complete the report on the October bikeability tour – will emphasize and highlight need for bikeway on 5th Ave and required land acquisition
 - Priorities for BMP update – detailed corridor improvements
 - Need a briefing on the update process
 - Howell St study letter to SDOT and King County Metro
 - TMP letter – tie it in with high-level 2012 priorities list and mention our key concerns and needs
 - Schedule request for retreat in January
 - Transition of leadership
 - Year-end review
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MEETING ADJOURNMENT

- Blake Trask adjourned the meeting at 8:00 p.m.

ATTACHMENT A

December Meeting Minutes Distribution List:

Michael McGinn, Mayor, City of Seattle

Rebecca Deehr, Strategic Advisor for Policy and Outreach, Office of the Mayor

City Councilmember Tom Rasmussen, Transportation Committee Chair

Peter Hahn, Director, Seattle Department of Transportation (SDOT)

Sam Woods, Manager, Bicycle, Pedestrian & Neighborhood Program & Project Development, SDOT

Allie Gerlach, SDOT Communications

Diane Sugimura, Director, Department of Planning and Development (DPD)

Bernie Agor Matsuno, Interim Director, Department of Neighborhoods (DoN)

Doug Cox, Assistant Transportation Planner, SDOT Liaison

Luke Korpi, Acting Traffic Operations manager, SDOT

Brian Kemper, Interim City Traffic Engineer, SDOT

Meeting Presenters: Bill Bryant and Allison Schwartz, SDOT

City of Seattle Council Transportation Committee Members

City of Seattle Neighborhood District Coordinators

SBAB Members

Individual Meeting Attendees